# GRAND PRIX

Game characteristics described in the documentation may very on some computers.

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Summary

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# INTRODUCTION

You've watched the Formula One Grand Prix season on television. You've followed the Championship battle and the duel between the world's top two dozen drivers. You've read the sports reports, the features in the glossies and gaped at glamorous lifestyle pictures in gossip magazines. But you've never known what it's like to strap yourself into that sleek cockpit, don the brightly coloured helmet and wait on the starting grid for the green light to propel you into a full sixteen race Grand Prix season. Now you can take the wheel for the ultimate challenge to your driving skills!

MicroProse Formula One Grand Prix leaves nothing to the imagination. The legendary Geoff Crammond, of 'Revs' and 'Stunt Car Racer' fame, has designed the simulation that puts you right in the driver's seat. However, the simulation is not just about the races, it's an attempt to show the complex decisions that have to be made by teams when setting-up a car to race on a particular circuit. Can your car take more wing? Should you re-adjust the gear ratios?

What about the Rookie Driver who has never actually driven a car? We have included a Quickstart Learner's First Lesson that guides the Rookie through several laps of the famous Monza circuit.

Unlike most racing games MicroProse Formula One Grand Prix is packed full of detailed scenery from the original 16 circuits. If you have time, you car admire the yacht in the harbour at Monaco or the Dome at Mexico City!

MicroProse Formula One Grand Prix gives you the complete racing driver experience from stormy start to fiery finish!

# OVERVIEW

MicroProse Formula One Grand Prix is a complete simulation of the full Championship Season. At the end of the 16 races there are two trophies to be won: the Drivers'and the Constructors' Championship.

It's always tough to win even one Grand Prix race and, at the highest level we think you'll find it very difficult. However, for the less experienced drivers we have included 5 levels of difficulty with 6 major driving aids that, when fully implemented, will leave you free to race the car on a previously defined ideal line. You can even choose to re-distribute the driving performance of all the other drivers.

You can win the Championship at the lowest level of difficulty but it will only be at the highest level that you will receive the ultimate accolade.

**The major elements of the simulation are:**

***Quickstart Driving Tutorial***

A drive through of the Monza circuit for Rookies. The best way to get to grips with controlling the F1 car and to get to know the circuit.

***Cockpit and Car Controls***

Understand and learn all cockpit controls until everything becomes second nature to you. Get used to looking in both mirrors and being aware of what is going on behind you.

***Car Set-up***

You must find out how your car behaves on each circuit with various set-ups for wings, tyres, brakes and gears. Don't be afraid to experiment! As you improve and hone your driving skills, you will appreciate the value of such things as the correct wing downforce.

### *Driving into the Pits*

It's essential to know where your Pits are on every circuit and be able to get in and out safely and quickly.

### *Practice any Circuit*

Use these sessions to practise set-ups, driving styles and to get to know all the circuits. You are alone on the circuit and there is no pressure to get a fast time. Get an impression of what should be a good lap time on every circuit.

### *Free Practice*

Acquaint yourself with the way the other cars are performing and what tactics they use for overtaking. This practice is used for setting-up your car before qualifying practice, and you will get an idea of what a circuit is like with other cars roaring around it.

### *Problems with your car*

A chance to review the way your car is handling around the circuit and be directed towards possible solutions.

### *Qualifying/Timed Practice*

Try to achieve a good grid placing. There will be more pressure on you at this point. Understand the limited life of qualifying tyres.

### *Pre-race practice*

Your last chance to test and modify your chosen set-up before the race.

### *A Non Championship Race*

Compete in a full Grand Prix race with all the drivers going flat out to win. Learn how to make a good racing start when the green lights come on. Keep an eye on the developing pattern of the race. Avoid shunts because they will impair the car's handling and performance.

### *Pit Stops during a Race*

Practise driving into the Pits quickly and efficiently for a timed tyre change and then straight out again on the circuit.

### *The Complete F1 Season*

If you are profficient at all the above then you will be ready to undertake a full racing season at the level of your choice. Can you survive sixteen difficult races?

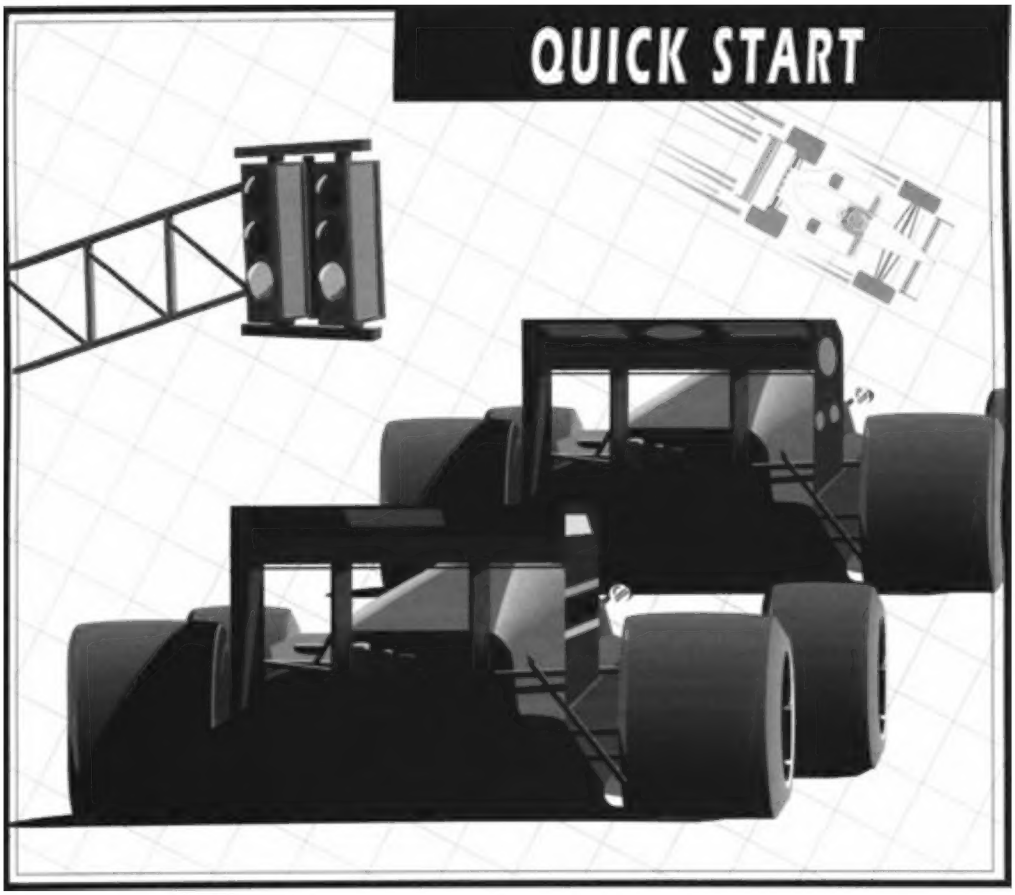
### *End of Season Championships*

The final tables in the drivers' and constructors' Championship.

### *The Manual*

For more background and information on the Grand Prix racing teams, circuits, driving hints and general Grand Prix atmosphere.

# QUICK START



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# QUICKSTART DRIVING INSTRUCTIONS

## JOYSTICK/KEYBOARD CONTROL

This manual will refer to the Accelerator, the Brake, Changing Gear and Steering. You will be able to control these functions by keyboard and joystick. Key K toggles Keyboard/Joystick mode. The simulation is initially in Joystick Mode; the recommended method.

If you have a Joystick fitted on your computer study diagram 1 opposite.

***Joystick = Controller***
***Fire Button = Selector.***

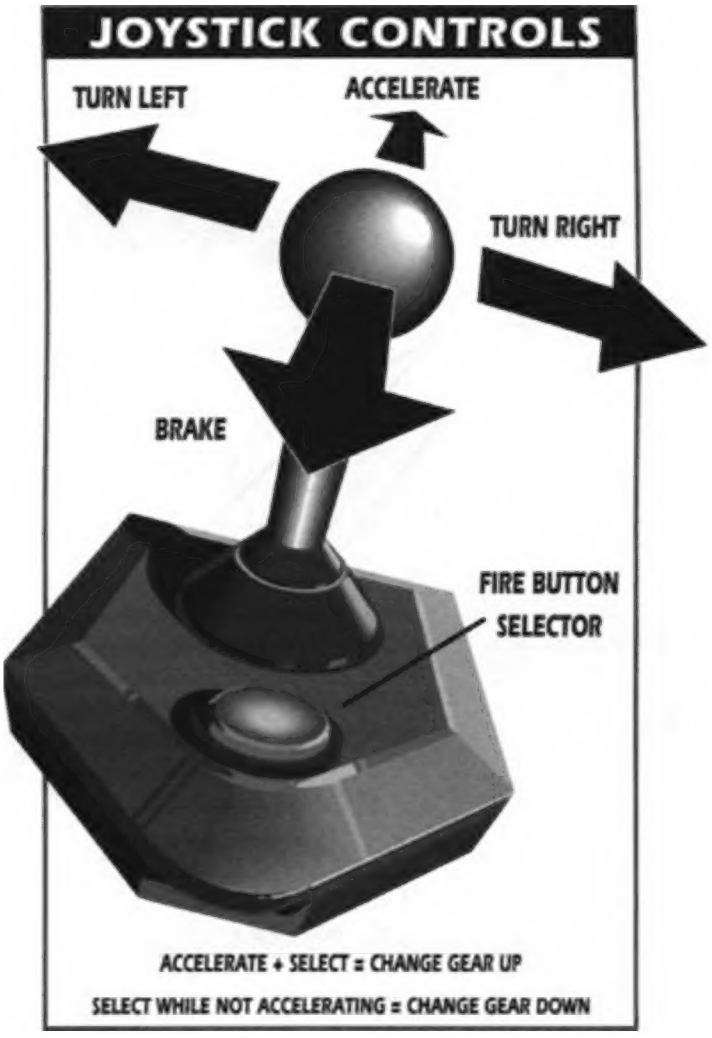


**Diagram 1**



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If you are driving on keyboard study diagram 2 opposite.

***A/Z = Controller-Accelerate/Brake***

***</> = Controller-Steer Left/Steer Right***

***Spacebar = Selector***

The simulation does not support mouse control, except during menu selection. The keyboard cursor keys can also be used to highlight menu options.

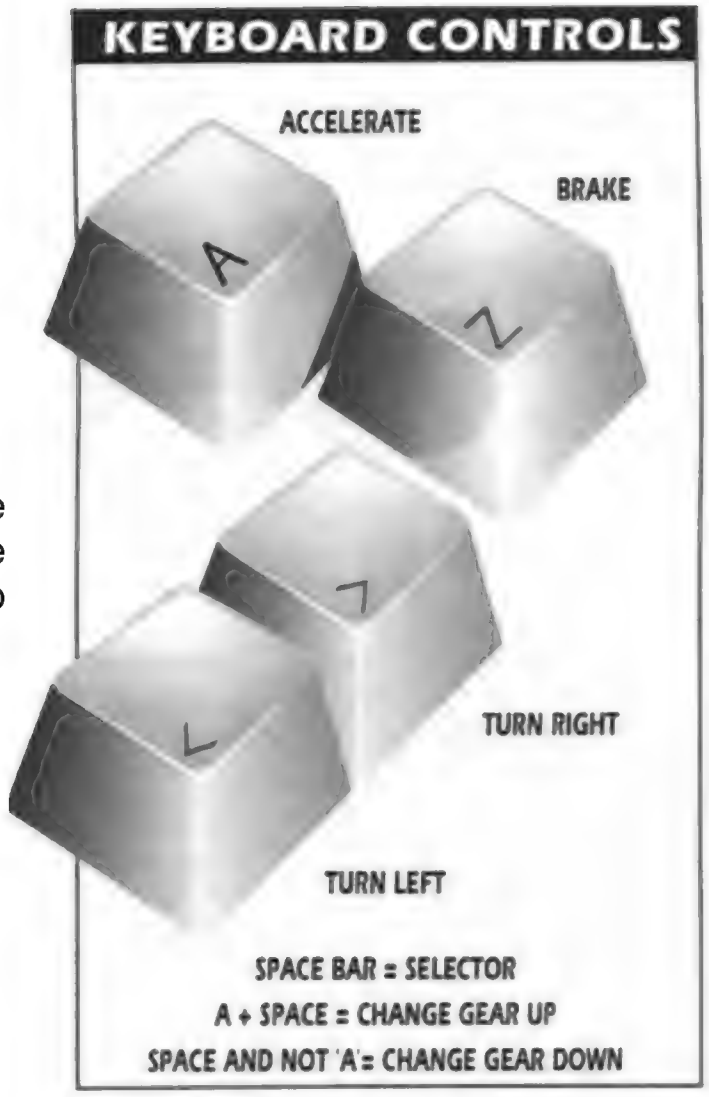



**Diagram 2.**

## ONE LAP OF MONZA FOR ROOKIES

### *Loading*

Install and/or load the simulation as explained in the Technical Supplement and follow any on-screen prompts until you see the **Main Menu**.

Choose **Race Set-Up Options**. Find **Race Distance** and reduce the figure to **10%**. Find **Level of Difficulty** and select **Rookie**. **Return** to **Main Menu**.

Highlight the **Driver Select Menu**.

Select a driver and, if you wish, you may delete the name using the Backspace key and type in your own name. Press the Selector again.Then select 'Driver Selection Complete'.

Highlight **Practise any Circuit** with your Controller and press the Selector.

Highlight the **Circuit Select Menu**.

Select **Monza**. You will see a view of the circuit. Choose **Info**. This gives you the Lap Records and Distance. Select **OK**.

You will now find yourself in the **Pits** at Monza, Italy.

Look at the cockpit controls. Accelerate with the Controller and listen to the engine noise.

Press the Function keys **F1, F2, F3, F4, F5** and check that each Function key has illuminated 5 of the 6 symbols that appear on the dashboard panel. Each key turns on a driving aid to help you control the car. Do not press Function Key F6.

You will not need to worry about changing gear or braking. You may crash if you stray from the racing line, but you will not be damaged by any 'shunt'. If you spin off, the car will right itself, once it has come to rest. It will face the correct direction to continue the race.

Monza is an excellent circuit to practise on. It's fast with some good corners that let you get into a good driving rhythm. It has also got lots of open spaces where you can leave the track without crashing into concrete walls.

You are still in the Pits, on the jack. Press the Selector and when you have been lowered accelerate using your Controller. You will begin to move forward. If not then check that you have pressed Function Key F2 and that the symbol is lit on the display.

When you leave the pits you will join the circuit by driving to one side of a yellow dotted line. Once you are on the circuit the yellow line will disappear and you will see a white long dotted line; like the line that divides two-way traffic in a normal road. Try to line up the middle of the steering wheel with the dotted line as you move around the circuit. This is the best driving line; the ideal path to take so that you can go into bends at the fastest possible speed.

The first bend at Monza turns to the left then quickly to the right followed by another left and right. This is a double chicane called the *Variante Goodyear*.

You should now see a white sign with a black arrow bending to the left.Then countdown markers signs: **200** and **100**.

These signs tell you how many metres to go before the approaching left-hand bend.

Steer carefully around the chicane. Try to follow the dotted line, even though it sometimes appears to be aiming away from the track.

Continue along the short straight and steer around the long sweeping right-hander *Curva Grande*. You will find that you can drive through this corner quite fast.

Just after the blue bridge you will see another sign warning you of a right turn.

This is the *Curva della Roggia*: another chicane.

Steer through the chicane then carefully along the two right-hand curves. You will then see a long downhill straight.

Accelerate on the straight.

Take time to glance at the red gear indicator on the right of the steering wheel as the car changes gear automatically. Listen to the sound of the engine and watch the red power band on the rev counter move up and down the scale.

At the end of the straight is an unusual chicane called the *Variante Ascari*.

Gradually, you will find that the more you know about the approaching corners the easier they will be to drive through at the correct speed.

Accelerate along the straight and see if the automatic gear change will put you into 6th gear before the auto-brakes slow you down for the *Curva Parabolica*. Don't worry if it doesn't. Try to accelerate around this bend.

As you come out of the corner you will see two grandstands, the pits and a yellow dotted line that marks the pit lane entrance. Keep following the white dotted line.

You are now in the finishing straight.

You will then see the Starting Grid, the 26 spaces where the cars are placed to start the race and a thick solid white line across the track will mark the end of one lap.

Cross this line (the Start/Finish line). This is the end of the first lap but you will not be given a lap time until you complete a lap started from the Start/Finish line.

Continue into another lap. Try to remember the corners and straights. When you complete the lap you will be given a lap time. Try another lap. Try to be faster!

## CONTROLLING YOUR OWN BRAKES

When you feel confident of racing around the circuit. Press **Function Key F1**. Check that the first symbol light has gone out. Now, you will have to control your own brakes.

Remember how brakes are operated by your Controller. Check the diagrams at the beginning of this section. This time you will have to cope with braking and steering around the same bends.

Try another lap of Monza.It will feel different this time but try to gauge the right moment to apply the brakes.

## CONTROLLING YOUR OWN GEARS

Stop on a straight part of the circuit.

After coming to terms with using the brakes, press **Function Key F2** once, and then press **Function Key F6**. This will cancel Auto Gear Change and switch on the Suggested Gear Indicator. The 'gate' symbol should go out and a blue indicator will appear just below the red gear indicator. Now you will be in control of all gear changes but when you see a number in the blue circle that *will be the suggested gear to be in at the following corner.*

Check the method of gear change for your Controller (refer to the Quickstart diagrams). Practise changing gear and watch the red gear indicator. Try to get N on the indicator.

When you are in Neutral, accelerate. The engine should rev and make a high pitched noise. The red indicator should move across the curved r.p.m. scale. Don't worry about damaging the engine.

Push the accelerator until the red band is around the 11 mark then press the Selector to change gear *but keep it pressed in.*

You should have changed into 1st gear; shown by the 1 on the gear change indicator. (If not then the Controller was not pressed forward when you pressed the Selector, try again). You will not be moving forward because you are holding the car on the clutch (the Selector pressed and held).

Now, with the Controller pressed forward, let the Selector go!

You will be moving forward. Listen to the change of tone in the engine noise. The mph indicator should show the speed you are travelling at.

Accelerate again and watch the red power band get to about 12 on the dial, then change up again in the same way as before. The indicator will now show 2.

Try to change up to at least fourth gear.

Then try changing down to take a bend by taking note of the suggested gear indicator (the number in the blue circle). Note that it is not necessary to brake when changing down.

Gear changing is difficult to master even if you are a seasoned driver but try to experiment with the gear shift. You have six forward gears, Neutral, Power Turn (you can only *change down* into this gear) and Reverse.

When you are in Reverse you will see **R** on the gear indicator. Accelerate with the Controller, just like in a real car, to move backwards.

## DRIVING INTO THE PITS

When you think you are familiar with the Monza circuit and the basic car controls, practise driving into The Pits. The Pits are where all repairs are carried out and where you are fitted with new tyres.

You will have noticed the **Yellow Dotted Line** just before the main grandstand straight. This is the line leading to the **Pit Lane**.

Drive a complete circuit, during which at any time, you may press 'return' to inform your pit crew of your intention to stop. You will see the pit signal on your instrument panel light up in yellow. This enables you to enter the pit lane when you see the dotted line. Drive slowly into the **Pit Lane**. You may see several pit crews waiting. As you continue forward motion aim the car towards the Pit bays. The programme will direct you into the correct bay but you must brake just in front of the crewman directly ahead of you.

You will be jacked up and a sign placed in front of the car telling you to keep your brakes on. A selection of tyre types appears on the digital display but don't worry about this for now. Press the Selector and you will be jacked down. You can now drive away from the Pits, weave through the Pit lane, then *carefully* re-join the circuit.

## A TIMED PRACTICE/QUALIFYING SESSION

Press **ESC** to return to the **Main Menu**. Choose **Non-Championship Race** then **Qualifying/Timed Practice**. You will be placed back in the Pits, jacked up but this time you will have a monitor appear in front of your car. It will list drivers in the Qualifying session including yourself (highlighted). You will also see theTyre choice display A B C D Q W.

Q should be chosen but try to move the Controller left/right to see the effect. Then back to Q. You will be running on Qualifying Tyres. Good for about 3 fast laps. You have four sets for this session but you can use any other tyres if you so wish.

You are still in Rookie level. If you want to drive with Auto Gears, Auto Brakes or any other Driving Aids you can.

Press the Selector. The monitor will move out of the way and your car be jacked down.

Drive away from the Pits to the circuit then complete one lap. You will not be timed until you have passed the Start/Finish Line. Then you will see that the car timer has begun. Race around the circuit for 1 lap then, as you cross the line your lap time will be displayed. You *should* return to the pits now, but if you were held up for some reason there may be enough life left in your tyres for another fast lap. Don't push your luck too soon, unless you want to find out what it's like to drive on bald tyres!

Drive to your bay, wait to be jacked up. The monitor should reappear in front of you with various times from the other drivers in the Timed Practice session. The session lasts up to 2 hours. To speed up the time, Accelerate with the Controller. The other drivers times will appear very quickly.

If you want to go out and beat a particular fast time Accelerate with the Controller again to switch off Accelerated Time, then return to the circuit in the usual way. If you want to leave the session press Esc, but all non-selected drivers will complete at least 1 lap in Accelerated Time, before this is implemented.

When the Qualifying session is over, you will be shown the results. Select 'Continue' and you will be given the option of a **Pre-Race Practice Session**. Do not choose this but go straight to the race itself.

## A NON-CHAMPIONSHIP RACE

You will find yourself on the Starting Grid at Monza with 25 other cars. If you have achieved a reasonable lap time you will be placed relative to the other drivers' performance. If you failed to get a time, got a bad time, or have just jumped in at this stage, then you will begin from the rear of the grid.

Wherever you are, you will see the starting gantry: a bank of 3 red lights and a bank of 3 green lights. None should be illuminated.

Wait for the red lights to come on. That is the warning that the start will take place within 4 to 7 seconds. Hold the car on the 'clutch' with 1st gear engaged (see earlier).

When the green lights come on, accelerate!

Try to keep out of trouble for the first bend until the cars sort themselves out.

Race around the circuit for the number of laps shown on the display but keep an eye on the Pits Indicator (bottom right in the cockpit). If it turns yellow you are being called by radio to go into the Pits to change tyres, or repair damage.

Drive into the Pits as soon as possible, you will lose performance if you don't change your tyres. The pit stop will be timed! If you do not wish to pit, inform the pit crew by pressing 'Return', which cancels the pit signal.

Complete the required number of laps. When the race is over you will lose power and then you will be shown the results screen. If you wish to retire early from the race then press 'ESC'. The race will then be completed for the other drivers in Accelerated Time.

## QUICKSTART GUIDE TO WINNING THE WORLD CHAMPIONSHIP

### *The other circuits*

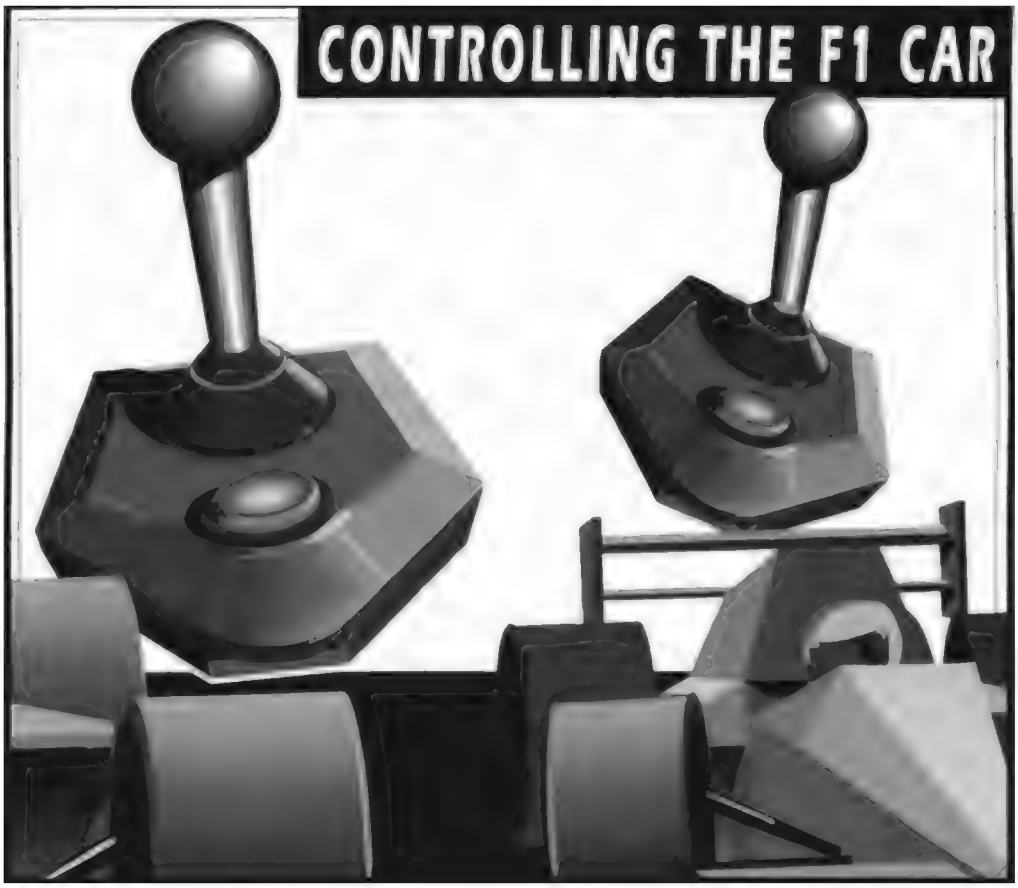
If you think you know Monza quite well, after following the Quickstart tutorial, then you must study all the other 15 tracks with equal intensity to win the World Championship. You can win the World Championship at the lowest level with all Driving Aids **F1** to **F6** turned on and the opposition at their lowest performance level but *you must know the courses like the back of your hand.*

### *Making use of the Driving Aids*

You may find that you start the season off with all driving aids on but as you progress you might prefer to control your own brakes and gears. If you win a World Championship, you will only win at the lowest level. You cannot use any Driving Aids when competing at Ace level.

Probably the most difficult part of the simulation to master is the correct driving line. To win the Championship at Ace level you'll have to get used to driving without it. Press **Function Key F5** to turn off the ideal line and try to drive around a circuit without it, You will find that the most important guide will be the coloured rumble strip kerbs that appear on the approach of each corner. Try to remember the places where you begin to brake and turn on the approach to each bend.

# CONTROLLING THE F1 CAR



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# CONTROLLING THE FORMULA ONE CAR

## METHODS OF CONTROL

This manual will refer to the Accelerator, the Brake, Changing Gear and Steering. You will be able to control these functions by keyboard and joystick.

### *Keyboard/Joystick (Key K)*

Key **K** toggles Keyboard/Joystick mode.

If you have a joystick fitted on your computer study diagram 1.

Joystick = Controller
Fire Button = Selector

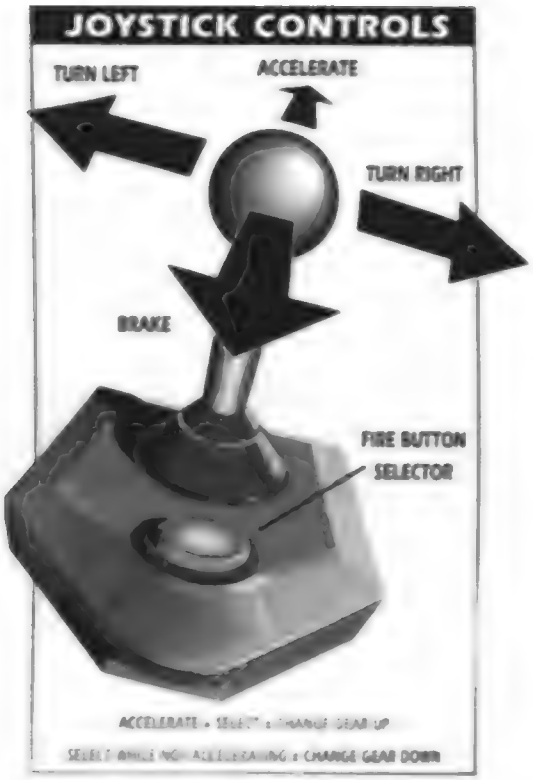


**diagram 1**

If you are driving on keyboard only study diagram 2.

**A/Z = Controller-Accelerate/Brake**
**</> = Controller-Steer Left/Right**
**Spacebar = Selector**

NB In Joystick Control mode all Keyboard Control buttons are disabled, except when menus are shown.

For information about the Controllers on your computer please refer to the Technical Supplement.

MicroProse Formula One Grand Prix does not support mouse control, except when menus are shown.

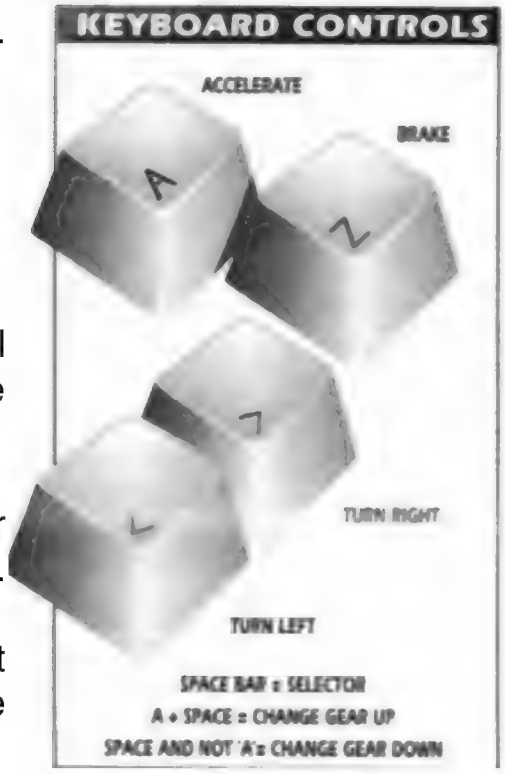


diagram 2

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## SOUND

The sound of the Formula One engine is very important in the simulation for, as in real racing, it is a good indication of when to change gear.

### *Sound (+/-)*

Turn the sound level up and down with the +/- keys.

## THE BASIC DRIVING CONTROLS

### *Gear Change: Up*

The sequence is Reverse-Neutral-1st-2nd-3rd-4th-5th-6th.

Start in Neutral. Accelerate with the Controller and press the Selector once, the red gear indicator will show 1 and the car will begin to move. Accelerate again until the red power band is between 11 and 12 then while still accelerating, press the Selector. You will have now changed gear, the indicator show the number 2 and the tone of the engine changes. Accelerate again and increase the power, then press the Selector again. You have now changed up into third gear!

### *Gear Change: Down*

The sequence is 6th-5th-4th-3rd-2nd-1st-Power Turn-Neutral-Reverse.

With the Controller not accelerating, press the Selector. The number on the Gear Indicator will change down.

### *Power Turn*

You can only change down into this gear. If you have not implemented Function Key F3 or are racing at a Level that does not allow you to use it, you may recover from any spin by changing down to this gear. The red indicator will show;

To straighten out a spin, accelerate from rest, steering momentarily in the opposite direction to where you want to turn, before steering in the desired direction, keeping the accelerator depressed throughout, but change up to first gear as soon as you are facing in the right direction.

### *Reverse*

You must change down into Reverse. Once the R appears on the gear indicator accelerate with the Controller, as in a real car, to move backwards.

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# COCKPIT CONTROLS

Driving aids panel

## *Summary*

Before you start any race, qualifying lap, or practice session you must familiarise yourself with the MicroProse Formula One car cockpit. You must be able to take in all information presented to you at a glance, because at the speeds you will be travelling on circuits such as Monza, a lost second is all it takes to make the difference beween a devastating shunt and a brilliant overtaking manoeuvre. At 200 mph the car will travel 90 metres in that second!

It's very important to know who is behind you and who is trying to overtake. Some cars may weave from side to side looking for an opening at a crucial corner, be conscious of their presence. They will try to pass, if you show any weakness or leave a gap where they might dart past. Whilst not advocating a breach of Racing Etiquette it is not unusual for drivers to 'shut the door' on other cars behind them.

### *Five levels of difficulty (Accessed from the Main Menu)*

The difficulty level you have chosen is shown by five lights in a row on the left of the steering wheel. If the lowest green light is shining then you are racing at Rookie level, if the highest light is on then you are competing at Ace level. The levels are related to and control the number of Driving Aids you can access.

The levels are:

**Ace**
**Pro**
**Semi-Pro**
**Amateur**
**Rookie**

### *Distribution of Performance (Accessed from Main Menu)*

Just below the Difficulty Level indicators there is a panel that shows your choice for the distribution of performance among the other drivers.

1991 performance for teams and drivers

All teams and drivers at the same potential performance

Random distribution of performance throughout the grid.

### *The Rev Counter*

In the centre of the screen just below the top of the steering wheel you will see the Rev Counter, a long sweeping dial that shows your engine's rpm in 1000's from 7 to 14. If you 'blip' the accelerator to rev the engine in Neutral you will notice that a red band moves across the dial. This is the most important indicator of how fast your engine is running when in a particular gear.

You must be aware of being in the right gear at the right moment. The basic guideline is to try and keep the revs up between 10,000 and 12,000 rpm. Changing into the wrong gear will lose you power or you may overrev and damage your engine. You should always know the optimum point on the Rev Counter for gear changes in order to drop the engine back into the meatiest part of its powerband.

### *Gear Indicator*

To the right of the steering wheel is the Gear Indicator. This tells you which gear you are in. There are 6 forward gears, neutral N, reverse R, and a 'spin recovery' gear.

### *Suggested Gear Indicator (Activated by F6)*

If F6 driving aid is implemented you will see a blue indicator just below the normal red gear indicator that tells you the suggested gear to be in at the next corner. This is an 'intelligent' aid that will vary depending on the car set-up, wings, brakes, gears and tyres.

### *Driver Status Indicator*

On the right of the steering wheel there is another small LED. If it is Green then you are currently in your own car cockpit. If you choose to see other drivers' cockpit views by pressing the Up/Down Arrows, the light will go off.

Unless you are in Replay Mode, use this facility at your peril for the car will not be controlled by the computer.

***Détail On/Off indicator (Alt/D)***

Just below the Gear Indicator is the Detail On/Off indicator. There are 3 levels of detail in MicroProse Formula One Grand Prix and you may step between them by pressing Alt/D.

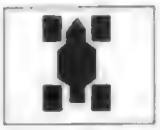
At the highest level 2 green triangles are illuminated, and you will see all the scenery, stands and spectators.

Press Alt/D once and you remove all large buildings.

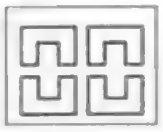
Press Alt/D again: smaller buildings, trees and bushes will disappear.

A further press will return all original track and landscape details.

Damage Indicator



Below the Detail Adjust Indicator is the Damage Indicator operated by Radio Telemetry from the Pits. This shows damage to front and/or rear wings, and if lit, extreme caution is advised in driving. Returning to the Pits will repair any damage.



Pits Indicator

Below the Damage Indicator is the Pits Indicator operated by Radio Telemetry from the Pits.

There are 3 modes:

**GREY** Pits are empty. Call in at any time.

**YELLOW** Your have been called in to the Pits or have indicated an intention to call in.

**RED CROSS** Pits are occupied by your other team car. The pit crew is not available to you, so you may have to wait longer if you go in.

***Driving Aids***

**F1 Auto Brakes**

**F2 Auto Gears**

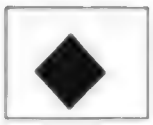
**F3 Self-Correcting Spin**

The Driving Aids panel is the bank of 6 boxes directly below the Rev Counter. Driving Aids correspond directly to the Difficulty Level you have chosen.

The computer applies braking functions for you to suit the circuit, but will not brake to avoid other cars.

The computer changes all gears for you when it thinks it is the appropriate moment.

In the event of you spinning off the track, when you have come to rest, the computer will point you in the correct direction to continue the race, assuming you are in a fit state of repair.

**F4 Indestructible Mode**  No damage will be sustained in this mode, no matter how serious the shunt.

**F5 Ideal Line** This lays down a white striped line to show you the best line to drive on the circuit you have chosen. Ideally, you must keep the line on the centre point of the cockpit to get the benefit of the best driving line.

**F6 Suggested Gear** Indicates which gear to be in at the following corner.

The Driving Aids F1 to F6 can be turned on at any time from the cockpit if you are in Rookie Mode. However if you are racing at higher levels you will have less help available to you.

***Level of Difficulty/Driving Aids Available Summary***

| | |
|---|---|
| **Ace** | No Driving Aids |
| **Pro** | F5, F6 |
| **Semi-pro** | F3, F4, F5, F6 |
| **Amateur** | F2, F3, F4, F5, F6 |
| **Rookie** | F1, F2, F3, F4, F5, F6 |

## DIGITAL DISPLAYS

### *Monitor*

During Qualifying/Timed practice you will be placed in the Pits and a Telemetric Monitor is placed in front of your cockpit. The Monitor lists the other drivers in the race by:

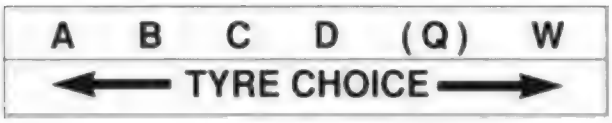
1 5 Nigel Mansell 1 28 809 1
2 20 Nelson Piquet 1 41 778 1
3 19 Roberto Moreno 1 42 518 1
4 28 Jean Alesi 1 49 339 1
5 32 Bertrand Gachot 1 52 595 1
6 7 Martin Brundle 1 54 031 1
A B C D (Q) W
TYRE CHOICE

**POS** current grid position
**N** racing number
**DRIVER** driver's name
**LAPTIME** current best laptime
**SET** sets of qualifying tyres used
**TIME** the amount of time left for practice/qualifying
**CARS OUT** the number of cars already out on the track.

If you watch the monitor you will see the other drivers best lap times for the circuit. The fastest laptime is placed above all the others. You will be positioned in the middle of the monitor display with your nearest rivals on either side of you, unless you are the fastest driver!

You may speed up the time it takes for all drivers to finish qualifying by Accelerating the Controller. Or, you may quit Timed Practice/Qualifying by pressing ESC. All non-selected drivers will complete at least 1 lap in accelerated time before this is implemented.

When you are jacked up in the pits the top row on the digital readout panel will change to:




TYRES: A B C D Q W Move the Controller left/right to select your choice of tyres from Wets, Compounds A (hard) to D (very soft) and Qualifyers.

***Qualifying/Practice Display:***

**KM/MPH** Your speed around the circuit.

**CAR** Your team car number

**POS** Your current position on the grid

**LAPTIME** Your current lap time

**BEST** Your previous best laptime

Brake with the Controller to access the car Set-Up Menus.

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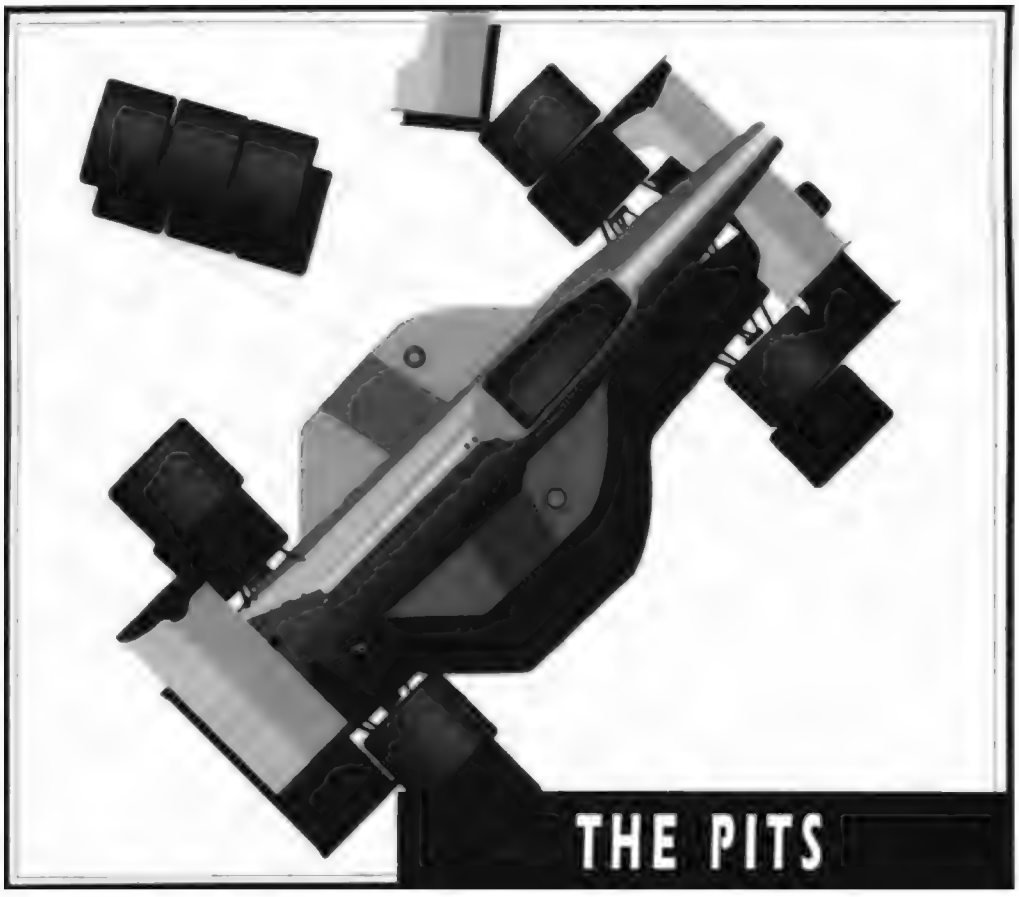
***Racing Display:***

**KM/MHP** Your speed.
**LAP/OF** Your current lap out of total.
**CAR** Your car number.
**POS** Your position in the race.

Key **N** will display the name of the current car driver
on the Digital Display.

| | |
|---|---|
| MPH **063** | LAP **1** OF **20** |
| CAR **27** | POS **2** |

# THE PITS



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## SUMMARY

You begin any practice or timed/qualifying session in the pit lane. From here you can choose to drive straight away with the current Set-Up, or change any of the car settings. You can also drive into the pits at any time during practice to change your car Set-Up.

For the Rookie Driver the car Set-Up will seem very complex at first. Do not worry! Accept the current Set-Up, learn to drive fast around the circuits, then return to this section and adjust the settings. Do not adjust more than one setting at a time before trying it out in a practice session. *That is when you will notice the difference in performance.*

Each of the 16 circuits is unique so it's necessary to Set-Up your Formula One car with the correct combination of Wing, Gear Ratios, Brake Balance and Tyres. Try a few laps with various settings, get an idea of how the car is running through corners and along straights. Compare your performance with other cars in practice, go into the pits and adjust a setting then try again.

If you are having problems with your car Set-Up and are finding it difficult, for example, to drive into corners please consult the Set-Up Problem Chart at the end of this chapter.

## CAR SET-UP OPTIONS

### *Front/Rear Wing Downforce Adjust*

In general terms the wings on a Formula One racer push the car down on the track. This achieves more grip and less roll giving better control in corners but less speed on the straights because of more drag.

You can adjust the amount of front and rear wing used by the car. This is on a scale from 1 to 64. The higher the number, the more Downforce. Adjust the wing front and back by selecting +/-.

### *Front/Rear Brake Balance*

Grand Prix cars have a low centre of gravity, centred juste behind the driver. If you brake hard at speed the weight shifts onto the front of the car. Therefore brakes must be balanced to cope with the transfer of weight during deceleration (slowing down).

You can change the brake balance of your car by altering the way in which the front and rear brakes are applied. It's always best to have more brake bias at the front than at the rear. Ideally, as soon as the front wheels begin to feel the effect of the brakes, the rear wheels should just be beginning to slow down.

The scale goes from 32 at the Rear to Zero in the middle to 32 at the Front. Move the slider to give you the correct degree of balance.

### *Gear Ratios*

You must set the gear ratios of your gearbox to suit each circuit. This is usually done by setting the 6th gear for the fastest possible speed along the longest straight; then setting the lowest gear for the slowest corner. The rest of the gears are ranged somewhere between the two.

Gear ratio selection is very important. Different cogs can be fitted to the gearbox which can have a major effect on the car's acceleration, performance in bends and top speed.

Twisty circuits with few long straights and plenty of chicanes demand 'short' gearing for quick acceleration.

Other circuits with long straights require 'long' gearing to give the car the top speed it will need to keep up with the opposition.

The gearbox has a range from 1 to 64. Move the slider to set the ratio for each gear.

The nearer the cogs are to each other, the less work the lower gear has to do to get to the higher gear (short gearing).

The further away the cogs are from each other the more work it has to do to get up to the higher gears but the faster the speed at the top gear (long gearing).

### *Tyre choice*

You can choose from a variety of tyres when you are in racing trim and you can choose qualifying tyres when you are participating in timed practice/qualifying and when you are ready to do a 'hot' lap, otherwise you can use any of the other compounds. Remember, you are limited to 4 sets of Qualifyers.

To change tyres, enter the pits during a race/practice when the Pits Indicator signals that your tyres need changing, or press Return to indicate that you are coming in. Or, if in practice mode, press Q to quit a timed lap immediately.

When your are jacked up, move the Controller left/right to make your tyre selection.

**'D' COMPOUND / VERY SOFT**

Spongy tyres that give excellent dry condition grip but which wear out quite rapidly and will not last the whole race.

**'C' COMPOUND / SOFT**

These provide slightly less grip than D's but are harder wearing. You will probably need to change these at least once during a normal race.

**'B' COMPOUND / MEDIUM**

These provide less grip than C's on the track but they are quite hard wearing and will usually last for the whole race without needing to be changed.

**'A' COMPOUND / HARD**

A hard tyre that will definitely last a complete race but with less grip in the corners than B's.

**Q-QUALIFYING TYRES**

Good for approximately THREE laps, including the starting and slowing down lap. Ultra sticky therefore they lack durability. You are limited to 4 sets per qualifying period. It's sometimes possible to squeeze an extra lap out of these tyres, if you're careful.

**W-WETS**

These tyres have tread for wet weather driving. If the race is in wet conditions, Wets are already fitted.

**Quit Session (ESC)**

You can choose to end your current session by pressing ESC.

**Save the Car Set-up**

You can save the Set-Up you have chosen for your car when you are in the Pits, by pulling back on the Controller, to access the Set-Up options.

| Problem | Cause | Remedy | Further Options |
|---|---|---|---|
| The car does not want to steer into the corners. | Understeer. | Increase front wing/Perhaps decrease rear wing. | Move brake balance towards rear/Install softer tyres. |
| The car wants to turn into the corners too quickly or spins too easily when cornerting. | Oversteer. | Decrease front wing/Increase rear wing. | Move brake balance to the front/fit harder tyres. |
| Other cars are much faster on the long straights. | Too much downforce/Gear ratio too 'short'/not enough speed through the previous corner. | Reduce wings front and back/Space out higher gear ratios/use more throttle. | Fit softer compound tyres for quicker cornering/Check driving line. |
| Car does not grip in corners/other cars are faster in corners. | Not enough downforce/Too high a speed. | Increase wing front and back/Slow down. | Select softer compound tyres. |
| In a wet race, car loses all control. | Lack of grip from tyres. | Fit Wet tyres. | Adjust driving style to suit conditions. |

| Problem | Cause | Remedy | Further Options |
|---|---|---|---|
| The car lacks acceleration over short distances. | Gear ratios too long. | Close down gaps between gears. | Fit softer tyres if wheelspin is apparent. |
| The car has a tendancy to spin off when braking into corners. | Underbraking/ Braking too late. | Move brake balance towards the front/Brake earlier. | Softer tyres/Increase wings. |
| The car is slow in corners or on straights. | Gearing. | Lengthen the gears. | Reduce wing. |
| Gradual loss of performance. | Tyres wearing out. | Fit new set of tyres. | None. |
| Tyres wear out too quickly. | Wrong compound tyres fitted for car as currently set-up. | Fit harder compound/Lessen wing downforce. | None. |

# CAMERA VIEWS AND ACTION REPLAYS

# CAMERAS, VIEWS AND ACTION REPLAYS

The camera can be moved around at any time by using the camera control keys. Some camera options are mainly suitable for replay or when you are out of a race and watching other cars. It would be difficult to drive from those viewpoints.

## TRACKSIDE CAMERA VIEWS

**(Left/Right Arrow)**

You can view all the action centred on any car at any time during a race by pressing the Left Arrow Key. The Right Arrow Key will return you to the cockpit.

## CHASE VIEW

**(help Key)**

You can view any car from just behind and above the cockpit.

## REVERSE CHASE VIEW

**(Undo Key)**

View any car from the front with all the action behind it.

## OTHER CAR VIEWS

### (Up Arrow/Down Arrow/Home)

You can move forward into the cockpit of the car ahead by pressing the Up Arrow Key. Further presses will move you forward one car per press.

Similarly, you can move back one car by pressing the Down Arrow Key and further presses will move your further back. Home will return you to your own car. A small LED on the right of the control panel will light up when you are in your own car but will go out when you are viewing from other cockpits.

Remember, your car is at risk if you use this option outside of Replay Mode.

## REPLAY MODE

### (Pause/Replay (R))

The Pause button pauses the action and R replays the previous 20 seconds of action. You can freely move the camera around during Replay. At the end of Replay the game is left paused, ready to continue the race. At this point, you can un-pause the game and the camera will return to its original position, and you will be back in control of your car. Or, if you wish, press 'R' for another Replay with the camera starting from its current position. There is no limit to the number of times you can Replay an event on the track.

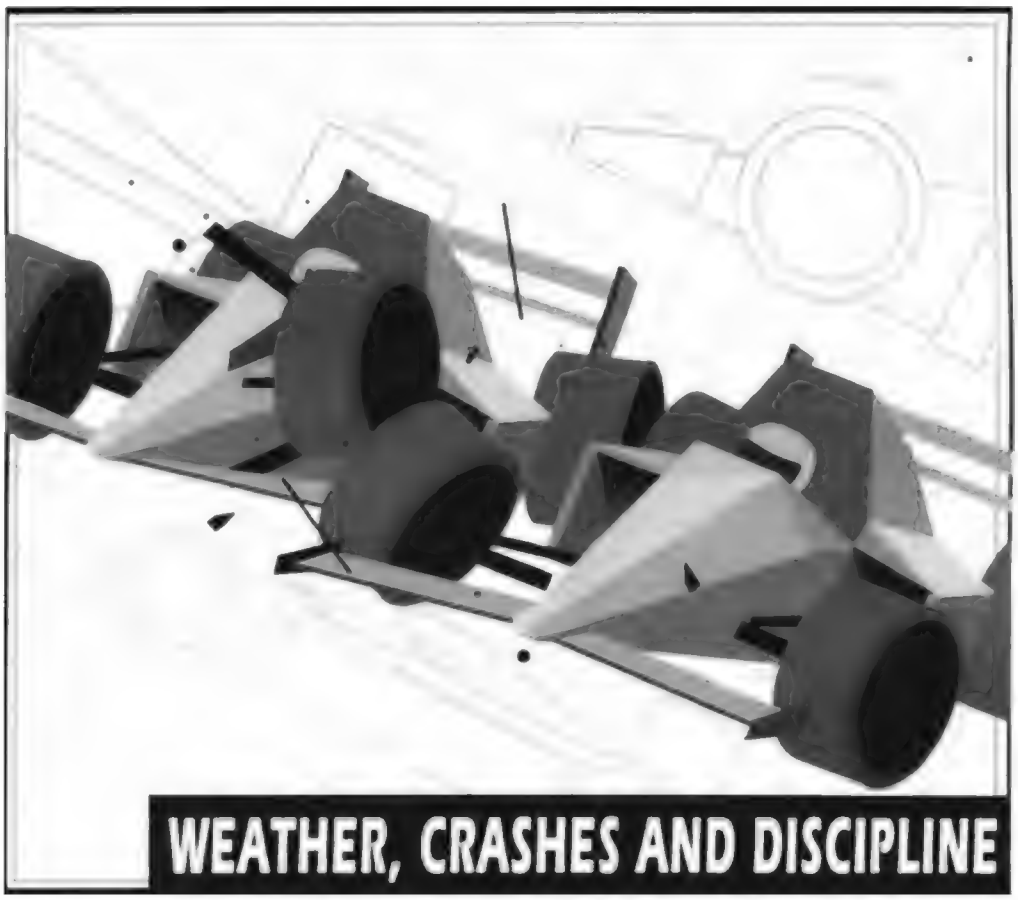
## OTHER ACTION REPLAY MODE

### (Insert)

After receiving a message that a car is out of the race, then if the action is still recent, you can see a replay of the event by pressing Pause then Insert. This operates on a normal Replay, but the camera starts with the car in question. If the event is not recent enough, then 'Insert' will have no effect.

### DEMO MODE

You can watch a race in Demo Mode from any circuit by de-selecting all drivers then entering any driving or race mode. It's often a good way to see the circuit; how fast it is, how twisty. It will also help if you have the manual open on the circuit diagram; follow the car as it races through the straights and corners, watch where most drivers overtake and take note of such features as 'slipstreaming'. Press Esc to return to to the Main Menu.



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# WEATHER, CRASHES AND DISCIPLINE

### *Wet Weather*

Some races in the Grand Prix season may take place in rainy conditions. The sky will be grey and your car will already be fitted with wet tyres. If you want to survive in the race you must drive carefully. You will be notified of impending danger by marshals waving a yellow flag.

### *Spinning off*

The most common spin causing you to leave the circuit occurs when you take a bend too quickly.You will find this will happen quite often at first. If the circuit is one with wide grassy areas and run-off strips then you can re-join the race but you will find it slow going trying to accelerate smooth Grand Prix tyres on slippy surfaces. You are advised to drop to the spin recovery gear, straighten up, then engage 1st gear. Watch out for faster cars crossing your path, and get back to the track. Your tyres might feel strange for a while.

### *Crashes*

Crashing into other cars on the circuit may damage both vehicles, one of you may go into an uncontrollable spin. If you can still race then the damage will not be serious enough to stop you competing but you may enter the Pits as soon as possible for repairs. Crashing into walls or barriers will have a similar effect.

There are 3 levels of crash that will put you out of the race. If you have crashed, you might be lifted off the track by the crane or pushed out of the way by the track marshals.

If you have sustained a crash that has ended your chances in a Championship race you can choose to speed up the events and get the race result or watch the race unfold from another drivers cockpit. When you are Practising any Circuit you can start again with a spare car from the Pits.

### *Race Circuit Discipline*

You will be warned of any dangerous incident such as a shunt by a Yellow Flag.

A Green Flag will inform you that it is all clear.

# THE MAIN MENU

The Main Menu is the screen you will see most often in the simulation. It is the start/finish point of all races, practices, loads and saves. It presents the player with 8 options:

Driver/Team Selection

Load/Save Game

Set Up

Practise Any Circuit

Non-Championship Grand Prix Race

Grand Prix Championship Season

Game Options

Review Championship History

## DRIVER AND TEAM SELECTION

### *Select Team*

Choose from any of the eighteen teams shown on the screen. You can change the names of the teams.

### *Select Driver/Enter New Driver*

Choose from any of the listed drivers. Press Select and the driver number will light up in the right-hand panel. To erase an existing driver highlight the name, press the Selector, then press the Backspace Key and delete the name. Type in your chosen name and press the Selector. You will see the chosen driver number change colour. If you wish to change your mind you can Deselect or return to the Default Name. You may want to choose more than one driver if you want to play Multi-Driver Mode. Select Choose Another Team and you will return to the Team Menu. For more details on Multi-Driver Mode see page 65.

When you have completed your selections you can exit back to the Main Menu.

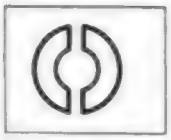
## LOAD/SAVE A GAME

In a World Championship the saved file will always be updated to show your position throughout the season and you can save any race at any point, by pressing ESC.

You can load a previously saved race from the point where you decided to stop racing. If you were in the middle of a race, the game will re-start in Paused Mode with a 20 second replay. Press P to continue.

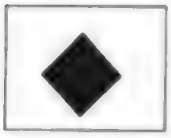
## SET UP OPTIONS

### *Realism Level*

**AUTO BRAKES F1**  The brakes will be controlled by the computer.

**AUTO GEARS F2** The gear changes will be selected by the computer.

**SELF-RIGHTING SPINS F3** The car will always end up facing the right way in the event of a spin if this option is on, once the car has come to rest.

**INDESTRUCTABLE F4**  The car you are driving will not crash or be affected by any crash and will not sustain damage.

**BEST LINE F5** A dotted white line will appear to show you the best driving line to follow on every circuit.

**SUGGESTED GEAR F6** A blue gear indicator will appear to show you the suggested gear to be in on the next bend.

(All the above can be toggled during a race by pressing the Function Keys F1 to F6 subject to the limitations of the difficulty level, See page 36).

## RACE DISTANCE

Choose the distance you want for the races as a percentage of the actual distance. From 10% to 100%. For example in a 60 lap race 10% will give you 6 laps. This will apply to all circuits if you are competing in a Racing Season, and cannot be changed during a Championship.

## QUALIFYING PERIOD

Choose the amount of time you want available for a timed qualifying session, from 5 minutes to 120 minutes. This will apply to all circuits if you are competing in a Racing Season, until you change it again.

## LEVEL OF OPPOSITION

Decide on the level of opposition you want to face by selecting the Difficulty Level you desire from Ace to Rookie.

The Difficulty Level you have already chosen is shown by five lights in a row on the left of the steering wheel in the driver's cockpit. If the lowest green light is shining then you are racing at Rookie level, if the highest light is on then you are competing at Ace level. The levels also determine the number of Driving Aids you can access. You can change levels throughout a Championship, but the overall Championship will be decided at the lowest level you competed at.

The levels are:

**Ace**
**Pro**
**Semi-Pro**
**Amateur**
**Rookie**

## DISTRIBUTION OF PERFORMANCE

**1991 Performance** The drivers and cars are based on the real events and performances of the 1991 season. Some drivers are rarely out of the points; others regularly appear lower down in the order.

**All the Same Performance** Each driver performs equally. All cars have the same power and performance.

**Random Performance** Each driver and car achieves a random performance.

## PRACTISE ON ANY CIRCUIT

The option that enables you to get to know all the circuits without competing with other cars.

### *Select Driver Menu*

The Select Driver Menu will appear if you have not already chosen a driver and a team.

### *Circuit Select Menu*

You are given a choice of the 16 Grand Prix circuits to practise on. You may practise on all of them in any order. It is only when you start the World Championship season that you will have to race each in turn in the pre-determined order. Highlight your chosen track then press the Selector.

You will see a view of the circuit. You can choose to see Information about that particular circuit, go to the Previous or Next circuit in the sequence, or get an unobscured View.

Select OK when you have made your choice. You will then be put into the Pits in the car of your choice.

### *Practice*

Your car will appear in your Pits garage ready for you to make adjustments to the car Set-Up or for you to practise with the current Set-Up on the circuit of your choice. In this session, you will not be in a race and there will be no other drivers practising on the same track. Return to the Pits by driving in or by pressing Q.

## NON-CHAMPIONSHIP GRAND PRIX RACE

### *Driver/Team select Menu*

If no driver or team has been chosen this option will appear. Choose an existing team and driver or enter a new driver.

### *Circuit Select Menu*

Select any Grand Prix circuit for a full 26 car race. This will not feature as part of the World Championship season. Practise racing on all the circuits and get to know them before embarking on the full season.

### *Free Practice*

Your car will appear in your Pits garage ready for you to make adjustments to the Set-Up, or race with the existing Set-Up on your chosen circuit. Free Practice can take place up to a maximum time of 120 minutes. You will always have the option to Quit/Save or Continue.

### *Qualifying/Timed Practice*

You start in the Pits and you are allowed one timed qualifying session per race. This lasts for a maximum of 2 hours or minimum of 5 minutes. You can choose to go into the Pits at any time if you feel you have achieved a good enough time. A Telemetric Monitor will be placed above your cockpit panel and you can watch the times of other drivers. If you notice that other drivers are improving on your lap times, then you can go out again (as long as there is enough time remaining for practice).

You are limited to 4 sets of qualifying tyres per session.

You can Accelerate Time for the other drivers by moving the Controller forward and letting go. This toggles accelerated time On/Off.

You may abandon the current qualifying lap by pressing Q. You will re-enter the Pits. Esc returns you to the Main Menu.

If you manage to set a lap record in any race or qualifying session, the computer will automatically save that information under your chosen driving name, if when you exit the game you use the 'Save' option.

### *Pre-Race Practice*

You will also have the option of Pre-Race Practice in full racing trim (fuel, settings). This session has a time limit of 1 hour (or proportion of 1 hour). This is your final chance to get to know how your car will perform in the race itself. Beware, there may be a lot of other cars on the circuit.

### *Race*

Once you have practised, got to know the circuit, then qualified for a good grid position, you can enter the race itself. If you have not achieved a good time, or any time at all, you will still be on the starting grid but at the back.

You will be placed on the starting grid among all the other 25 cars waiting for the Red and Green lights. After completing the specified amount of laps, you will be given the Final Race Positions. The race will not count towards any Championship points.

## THE GRAND PRIX CHAMPIONSHIP SEASON

### *Initialise Season/Load Saved Game*

Start from Phoenix in the American Grand Prix and drive through to Adelaide in the sixteenth and final race using all the best car Set-Ups gleaned from Practice and with all your acquired knowledge of the various circuits. If you are starting the complete season, the first track will be displayed. If you are in the middle of a season, the latest track will be displayed and you can load a saved season and continue your Championship challenge.

### *Free Practice*

Your car will appear in your Pits garage ready for you to make adjustments to the set-up or race with the existing set-up on the circuit of your choice. You will have a maximum of 120 minutes in Free Practice. You will always have the option to Quit or Save.

### *Qualifying/Time Practice*

You start in the Pits and you are allowed one timed qualifying session per race. This lasts for a maximum of 2 hours or minimum of 5 minutes. You can choose to go into the Pits at any time if you feel you have achieved a good enough time. A Telemetric Monitor will be placed above your cockpit panel and you can watch the times of other drivers. If you notice that other drivers are improving on your lap times, then you can go out again (as long as there is enough time remaining for practice).

You are limited to 4 sets of qualifying tyres per session.

You can accelerate time for the other drivers by moving the Controller forward and letting go. This toggles accelerated time On/Off.

You may abandon the current qualifying lap by pressing Q. You will re-enter the Pits. Esc returns you to the Main Menu.

If you manage to set a lap record in any race or qualifying session, the computer will automatically save that information under your chosen driving name, if when you exit the game you use the 'Save' option.

### *Pre-Race Practice*

You will also have the option of Pre-Race Practice in full racing trim (fuel, settings). This session has a time limit of 1 hour (or proportion of 1 hour). This is your final chance to get to know how your car will perform in the race itself. Beware, there may be a lot of other cars on the circuit.

### *First Race of the Season*

Once you have practised, got to know the circuit, then qualified for a good grid position, you will enter the race itself and find yourself on the starting grid among all the other 25 cars waiting for the Red and Green lights. After completing the race, you will be shown the Final Race Positions, then the Drivers' Championship Positions and Constructors' Championship Positions.

### *Next Circuit in the Season*

If you are in the middle of a Championship you can Save the season or you will be given the option to continue to the next Circuit. If you have completed the last race of the season you will see the final points table.

### *Game Options*

**Animations**
Choose on the screen animations you wish to appear during the simulation.

**All, Victory, None.**

**Multi-player Turns**
Specify the number of turns per player during a multi-player race.

## REVIEW CHAMPIONSHIP HISTORY

Before continuing a season you can study the points tables in a saved Championship.

### *Driver Championship Positions*

Look at what has happened in previous races, who won the points and who is the most consistent driver.

### *Constructor Championship Positions*

Summarises the points allocated to the teams and shows the leading constructors.

# MULTI-PLAYER MODE

By selecting more than one driver you can implement Multi-player Mode on any race.

The programme will allocate equal time slots to each driver. For example, if two players wish to compete in a ten lap race, they each enter their names at the Driver Selection Menu, the computer then chooses one player too drive first and drives the other car as well as all the remaining cars on the grid.

A 'programme manager' will allocate equal time for each driver and give a warning of the changeover. The single LED on the right of the steering wheel will flash red for 15 seconds to warn the current player of the change over. Then a five second warning is given before the computer takes control of the current player's car. The camera view then changes to the next player's car, which is being controlled by the computer. Another 5 sec warning is given before control passes to the next player. The option to pause and replay could be used during this period if the new player wishes to see more of his car's recent action.

The players can control the number of changeovers which occur during the race by specifying the number of turns per player in the Game Options Menu.

Remember to set-up enough laps for each person to get a good drive.

In qualifying mode up to 35 players can take part. Changeover occurs when a player returns to the pits. The session ends automatically once the session period is complete and all the players have used the same number of tyre sets. ESC can be used to force an exit. Remember, only the fastest 26 will qualify - but players will always qualify in preference to computer controlled cars.